REMARKS

The present invention, as currently defined by the claims, addresses an improved motor generator control system for a hybrid car with an internal combustion engine and a battery as a power supply. The motor generator is connected to an internal combustion engine started by the battery 10. An inverter 5 controls the motor generator and a main control circuit 4 controls the inverter. A voltage control circuit 9 which is specifically claimed as provided between the battery 10 and the inverter 5 provides a step-down of a car generation voltage of the motor generator in order to provide that the generated car voltage of the motor reaches a charging voltage of the battery. The motor generator receives power from the internal combustion engine and supplies the power to the battery device through the inverter. When the battery provides a driving force to start the engine, the voltage control circuit steps-up the voltage of the battery.

Applicants submit that the presently defined invention clearly recites structure not shown or disclosed by the reference to Kinoshita et al. (U.S. Patent No.: 6,066,928) which was previously cited and applied against claims 15-40 nor the secondary reference to Sasaki (U.S. Patent No.: 6,476,571) cited in combination with Kinoshita for the rejection of claims 21-24, 33-36 and 40.

According to the interpretation given by the Examiner, Kinoshita et al. has a battery device that "comprises both battery 14 and capacitor 9 which are connected in parallel, and which both supply power to the motor and store power received from the generator". Thus, a chopper 10 is indicated in the Office Action as located between the battery device (9 and 14) and the inverter so that all the structural limitations of the independent claims are met.

Applicants respectfully submit that Kinoshita shows, in Figure 16, that there is a chopper 10 (voltage control circuit) which is positioned between capacitor 9 and battery 1 in Figure 16 or capacitor 9 and battery 14 in Figure 17. Reference is particularly made to column 1, lines 24 and 25 of Kinoshita in the

"Background of the Invention" for the specific language "a chopper 10 inserted between the capacitor 9 and the main battery 1". If, as indicated by the Examiner, the battery device includes both the capacitor 9 and the battery 14, it then must also include the chopper circuit 10. In any event, there is no showing in Figure 16 and 17 or in the specification that could lead to any other interpretation but that the voltage control circuit (chopper circuit) is not provided between the battery device and the inverter 3.

Each of independent claim 41, 48 and 56 specifically recite the limitation of a voltage control circuit (chopper circuit) provided "between said battery device and said inverter".

Therefore, it is submitted that the present invention, as defined by claims 41-61, provide structure and method limitations which are not shown or disclosed and not obvious in light of the disclosure of Kinoshita or the secondary reference to Sasaki even accepting the statement of the Examiner for the showing if Sasaki.

Accordingly, Applicants request that this application containing claims 41-61 be allowed and be passed to issue.

If there are any questions regarding this amendment or the application in general, a telephone call to the undersigned would be appreciated since this should expedite the prosecution of the application for all concerned.

If necessary to effect a timely response, this paper should be considered as a petition for an Extension of Time sufficient to effect a timely response, and please charge any deficiency in fees or credit any overpayments to Deposit Account No. 05-1323 (Docket #056207.50398).

Respectfully submitted,

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